

**BLATZ**  
THE STAR  
MILWAUKEE  
BEER.  
Per Case of 10 doz. Pints, \$25.  
SOLE AGENTS—  
H. PRICE & CO.

# Hongkong Daily Press.

ESTABLISHED 1857

**GRANDERIX "PARIS 1900"**  
The Highest Possible Award  
**JOSEPH GILLOTT'S**  
PENS.  
Of Highest Quality, and having  
Greatest Durability, are there-  
fore **CHEAPEST**.  
The Only Award, Chicago, 1893.  
Numbers for use by BANKERS  
Barrel Pens, 225, 230, 262.  
Slip Pens, 332, 300, 287, 166, 403, 700.  
In Fine, Medium, and Broad Points.  
The New Turned-up Point 1032.

No. 13,528 號捌十式百伍千壹萬第 日捌初月陸年柒十二緒光 HONGKONG, TUESDAY, JULY 23RD, 1901. 式年禮 號叁十式月柒年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

**CHAMPAGNE.**  
**JULES MUMM.**  
A HIGH CLASS WINE.  
CASE PINTS, \$50.00 QUARTS, \$48.00

**A. S. WATSON & CO.**  
LIMITED,  
THE HONGKONG DISPENSARY.  
[a1392]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 11, Praya Central.  
[47]

**JOHN WALKER & SONS'**  
FAMOUS  
**KILMARNOCK WHISKY.**  
This World-renowned  
Fine Old HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
SIEMSEN & CO.  
Hongkong, 1st January, 1901. [49]

**CUTLER, PALMER & CO.'S**  
Prior \$10.75 PER DOZEN  
NET  
"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong. [48]

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**  
TIME TABLE.  
WEEK DAYS.  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. to 9.00 p.m., 9.45 to 11.15 p.m., very 1 hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 7.00 p.m. ... Every 10 minutes.  
7.00 p.m. to 8.30 p.m. ... Every 10 minutes.  
NIGHT CARS as on Week Days.  
SPECIAL CARS at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 35 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901. [a98]

**VICTORIA  
CYCLE  
EMPORIUM.**  
THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
McKIRDY & CO.  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901. [a98]

**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
\$5.50 per Cask of 37½ lbs. net at Factory.  
\$9.30 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, 1st June, 1901. [a144]

**CARBOLINEUM-AYENARIUS**  
USED FOR OVER TWENTY YEARS.  
Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot, and Dampness.  
Sole Agents for China,  
LUTGENS, EINHORN & CO.  
Hongkong, 31st August, 1897. [173]

**SCHLITZ BEER**  
WHOLESOME,  
LIGHT,  
TONIC, AND  
REFRESHING.  
SOLE AGENTS—  
**WATKINS, LIMITED,**  
66, QUEEN'S ROAD CENTRAL.  
[a31]

**THE VICTORIA DISPENSARY**  
HONGKONG.  
AERATED WATERS.  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]

**PHOTO-PLATES, PAPERS  
GRAPHIC AND CHEMICALS.**  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a44]

**SPECIALITIES**  
**AYALA CHAMPAGNE. EXTRA QUALITY.**  
This is one of the most Popular Brands in London. Supplied to ALL the principal  
Clubs and Hotels. 2 Doz. Pints. 1 Doz. Quarts.  
Price... \$42.00 \$40.00  
**ROUSSILLON CHAMPAGNE. RESERVE OUYEE.**  
The Favourite Brand in NAVAL and MILITARY Messes.  
2 Doz. Pints. 1 Doz. Quarts.  
Price... \$36.00 \$35.00  
Special Rates to Messes.  
"DRY ROYAL" SAUMUR.  
A most delicious Sparkling wine and extremely moderate in price.  
2 Doz. Pints. 1 Doz. Quarts.  
Price... \$23.00 \$21.00  
**BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS**  
This splendid and well-known Whisky has one of the Largest Sales in England and the  
Colonies. It is wonderfully MELLOW and WELL MATURED.  
Price—Per Doz. \$15.00. Special Rates to the Trade.  
SOLE AGENTS for above—**LANE. CRAWFORD & CO.** [a38]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—  
**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**  
\$22.50 PER DOZ. \$20 PER DOZ.  
This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassell  
Distinguished by 4 Stars on the label.  
ANOTHER FINE COGNAC, \$16.75 per doz.  
Less old than the above.  
**DOURO PORT,**  
\$14.25 PER DOZ.  
A fine, full, and fruity wine.  
**AMOROSO SHERRY,**  
\$20 PER DOZ.  
**LA TORRE SHERRY,**  
\$16.75 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
C. P. & Co.'s OWN SPECIAL  
**BLENDED WHISKY,**  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE  
**AGENTS—SIEMSEN & CO., HONGKONG.** [a47]

**THE ELITE OF WHISKY:—  
THE "PALL MALL,"**  
\$20 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
C. P. & Co.'s OWN SPECIAL  
**BLENDED WHISKY,**  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE  
**AGENTS—SIEMSEN & CO., HONGKONG.** [a47]

**WHISKIES.**  
FINE OLD GLENLIVET ... \$7.00  
THE OLD BRIGADE ... 8.50  
VERY OLD HIGHLAND BLEND ... 9.50  
ROBERT McDONALD ... 10.00  
MONARCH OF THE GLEN ... 11.00  
BARE OLD BLEND ... 12.00  
WAY POONG BLEND ... 12.50  
EXTRA SPECIAL FINEST LIQUEUR ... 14.00  
O.D.S. (VERY CHOICE) ... 16.00  
V.O.S. (OLD MATURED) ... 17.00  
FERRINPOSH GREAT AGE (VERY FINE) ... 30.00  
SPECIAL QUOTATIONS FOR WHISKIES IN BULK.  
**CALDBECK, MACGREGOR & CO.**  
15, Queen's Road, WINE AND SPIRIT MERCHANTS.  
Hongkong, 22nd July, 1901. [49]

**COTTAM & CO.**  
HONGKONG HOTEL BUILDINGS.  
CELLULASE CLOTHING: LIGHT, DURABLE, and COOL.  
A FULL STOCK OF  
TENNIS SHIRTS, DAY SHIRTS AND SINGLET. [a41]

**W. BREWER & CO.**  
NEW BOOKS AND NEW EDITIONS.  
Lieut-General Sir Gerald Graham, by ... \$13.00  
Col. Vetch ... 3.50  
Windsor Magazine, Vol. 13 ... 3.50  
The Silver Skull, by Crockett ... 4.00  
Souls of Passage, by Barr ... 4.00  
The Good Red Earth, by Phillips ... 5.00  
The Whirligig, by Lyndsey ... 5.00  
Wart to the Knife, by Bolderwood ... 3.50  
The Hosts of the Lord, by Annie ... 4.50  
The Lover's Replies to an English- ... 2.00  
woman's Love Letters ... 2.00  
SANDOW'S DEVELOPERS and GRIP ...  
DUMB-BELLS.  
CHESS, DRAUGHTS, DOMINOS.  
TENNIS RACQUETS, BALLS, &c.  
(by the Best Makers)  
23 & 25, Queen's Road, Hongkong. [a47]

**REMINGTON TYPEWRITERS**  
WITH ALL REQUISITES.  
**SIEMSEN & CO.**  
SOLE AGENTS.  
[a500]

**PILSENER BEER**  
LONG BOTTLE ... \$13.00 \$13.00  
MÜNCHENER BEER ... 14.00 14.00  
Apply to—  
**G. GIRAULT.** [a45]

**AUCTIONS**  
**PUBLIC AUCTION.**  
THE Undersigned has received instructions  
to sell by Public Auction,  
on  
SATURDAY,  
the 27th July, 1901, at 2.45 p.m., at No. 48,  
Lyndhurst Terrace (the Residence of  
S. B. BHADHA, Esq.),  
A QUANTITY OF  
VALUABLE HOUSEHOLD  
FURNITURE,  
Comprising—  
English-made SOLID WALNUT CHAIRS,  
MAHOGONY and UPHOLSTERED ARM-  
CHAIRS, MAHOGONY MARBLE-TOP  
CENTRE TABLE, English-made CHIT,  
FONTELS, CONSOLE TABLES, OVER-  
MANTELS, CLOCKS, ORNAMENTS,  
IRON SAFE, &c. &c.  
DOUBLE BRASS BEDSTEAD, WARD-  
ROBE with PLATE GLASS, CHEVAL  
GLASS, MARBLE-TOP BUREAU, MAR-  
BLE-TOP WASHSTAND, DRESSING  
TABLE, &c.;  
Also  
A FINELY CARVED IVORY DRAGON-  
BOAT, FINE BRONZES, and a MUSIC  
BOX with 12 CYLINDERS.  
Terms—Cash on delivery.  
On View from Friday, the 26th July.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 22nd July, 1901. [1843]

**PUBLIC AUCTION.**  
MR. GEO. P. LAMBERT will Sell by  
Public Auction,  
on  
MONDAY,  
the 26th day of JULY, 1901, at 3 O'CLOCK P.M.,  
at his Sales Room, Duddell Street  
(By Order of the Mortgagee),  
THE FOLLOWING  
VALUABLE LEASEHOLD PROPERTY  
situated at Victoria, Hongkong, now regis-  
tered in the Land Office as the Remaining  
Portion of Section C of Inland Lot No. 90,  
together with all the Messuages, Erections  
and Buildings thereon known as No. 73,  
Hollywood Road.  
For Particulars, apply to  
S. W. TSO,  
Vendor's Solicitor,  
39, Queen's Road Central, Hongkong;  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 20th July, 1901. [1826]

**CARTRIDGES.**  
NOBEL'S SPORTING BALLISTIFE.  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWDER IN THE WORLD  
PRICE OF 12-BORE CARTRIDGES—  
Loaded with ... With Powder ...  
Powder only, and 1 oz of Shot.  
Primrose Cases ... \$5.85  
Pegamoid Cases ... 6.25  
Pegamoid Cases ... 6.90  
5 per cent. discount on orders of 1,000 and over.  
Apply to  
Wm. SCHMIDT & CO.,  
Gunmakers,  
Hongkong.  
Hongkong, 27th July, 1897. [1669]

**BLACKBERRY  
BRANDY.**  
A delicious liqueur, and in-  
valuable for diarrhoea and chills.  
Per litre bottle ... \$2.25.  
" " " " " 1.25.  
**H. PRICE & CO.**

**HOTELS.**  
**HONGKONG HOTEL**  
A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout.  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGES MODERATE. [50]

**THE  
PEAK HOTEL.**  
City Office: 7, Duddell Street. [905]  
**HOTEL CRAIGIEBURN.**  
PUNNETT'S GAP, The PEAK, near the  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the MANAGER.  
Hongkong, 2nd July, 1900. [53]

**THE WAVERLEY HOTEL**  
ICE HOUSE STREET, HONGKONG.  
A  
FIRST-CLASS PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMI-  
LIES by the DAY or MONTH. [51]

**THE CONNAUGHT HOTEL**  
A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Man-  
agement.  
Terms Moderate. A. FONSECA,  
Manager.  
Hongkong, 1st December, 1899. [52]

**KOWLOON HOTEL.**  
THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
J. W. OSBORNE, J. H. DOWNS,  
Proprietor, Manager.  
Hongkong, 8th September, 1900. [1443]

**HING KEE HOTEL.**  
(ESTABLISHED 1878)  
MACAO.  
THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bedrooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HINGKEE" [1682]

**R. J. REMEDIOS,  
FOREIGN AND COLONIAL STAMP  
DEALER.**  
No. 37, CAINE ROAD, HONGKONG.  
Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-  
ence.  
Is also prepared to purchase used PORTUGAL  
STAMPS in Large or Small Quantities for Cash.  
AGENTS WANTED.  
15 to 25 per cent. Discount Allowed. [1396]

## INTIMATION.



ESTABLISHED A.D. 1841.

A. S. WATSON &amp; CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S VERY OLD

LIQUEUR SCOTCH WHISKY.

E

BLEND.

Pronounced by Connoisseurs to be the  
BEST BRAND in the FAR EAST.

Per Dozen ... \$15.00

The following Blends are also recommended, and are unsurpassed in quality:—

A.—THORNE'S BLEND... \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'Soda'

Whisky of great age ... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

A. S. WATSON &amp; CO.

LIMITED.

THE HONGKONG DISPENSARY.

## MARRIAGES.

On the 18th June, at the Maitland Hotel, Edinburgh, by the Rev. Dr. Forrest, West Coast Parish Church, Gordon GIBSON, son of W. G. St. Clair, Singapore, to AGNES MACDONALD, eldest daughter of William Martin, Haymarket, Edinburgh.

On the 15th July, at St. Andrew's Cathedral, Singapore, Walter Cecil MICHAEL, of the Straits Settlements Civil Service, only surviving son of the late William Marwick MICHAEL, to EVELYN VIOLET LEVISON, of Cannagh, only child of the late William LEVISON, of Cannagh, Athlone.

## DEATH.

On the 12th July, at the General Hospital, Singapore, of fever, GEORGE F. EVANS, aged 32 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, CL  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23rd July, 1901

The report of the Commissioner of Customs, Mr. PAUL H. KING, on the trade of Canton in the troubled year 1900, will be read with interest, if only to ascertain what effect the crisis of the year had upon the commercial affairs of our Chinese neighbour. Mr. KING tells us in starting that there is gratifyingly little in the Canton figures to suggest the unrest of the South or the absolute chaos of the North in the latter half of 1900. "It is true," he says, "that the value of the export trade has fallen off very considerably, but, as shown later on, from cause referable more especially to the condition of foreign markets rather than to the state of affairs in China; although, of course, the cessation of steamer traffic after June with Tientsin—Canton's best customer for all articles of local provenance—could not but contribute materially to the general shrinkage." H.E. LI HUNG-CHANG's departure was not followed by the disorders which some anticipated. The Wai-chow rebellion was speedily suppressed by Admiral Ho and his assistants. The anti-Christian movement, starting in Shuntang and spreading thence, was got under by the Chinese authorities, strengthened by the presence of quite a small international fleet off Shanghai and the activity of the foreign river gunboats. The plague never assumed epidemic form, and during the latter half of the year was not heard over in and around Canton.

The yield of rice, on the other hand, was abundant, and, given political quiet, Mr. KING says, the indications are distinctly in favour of good trade prospects at Canton in the opening year of this century.

Coming now to details, we find a falling off of Hk. Tls. 177,339 for the revenue figures of 1899, and last year's total was Hk. Tls. 1,836,931, made up thus:—Import duty, Hk. Tls. 49,472; export duty, Hk. Tls. 81,609; coast trade duty, Hk. Tls. 29,029; transit dues, Hk. Tls. 20,304. Against this, opium duty and *letha* showed small increases and tonnage dues an appreciable gain, being Hk. Tls. 27,100 against the Hk. Tls. 24,135 of 1899.

In the import branch under the heading of Foreign Trade the net figures were within Hk. Tls. 250,000 of those of the previous year, which were some two million taels ahead of the 1899 figures. It will thus be seen, Mr. KING says, that so far as the volume of this branch of trade is concerned, disturbances elsewhere were little felt in Canton. He also reminds us that trade in foreign goods at Canton must not be judged by the published figures alone, for they refer only to imports in foreign bottoms. The competition between native and foreign carriers must be borne in mind, and a decrease in the Imperial Maritime Customs returns does not necessarily mean a falling off in the actual consumption of any article.

Exports showed the much larger decrease of Hk. Tls. 5,003,315 from 1899 and only reached Hk. Tls. 21,578,767. Silk experienced a great falling off, and business was unprofitable alike to natives and foreigners. The competition of low-grade Indian and Ceylon teas in the London market damaged the prospects of the Canton tea market, and the outlook is declared unpromising.

Coast trade in the matter of original shipments coastwise, after a good first half of the year, exhibited a shrinkage of Hk. Tls. 903,340 from the figures of 1899; in coastwise arrivals, on the other hand, the previous year's gain of over four millions was almost maintained and the decrease was but small. The inland transit trade inwards fell off to the extent of over one half of the 1899 figures; while outwards it was in a very healthy condition, and a notable increase was seen in the quantity of brown sugar brought down for re-exportation.

Shipping in 1900 exhibited an increase in the number of vessels and decrease in tonnage from the previous year. In spite of the transfer of some of the China Merchants' steamers to foreign flags, the number of Chinese steamers made an appreciable increase, from 2,968 to 3,440 vessels. Mr. KING gives a table showing for the first time the steam-launch traffic under the Inland Steam Navigation Regulations of 1898, and says:—"Since that date 252 steam-vessels have been registered at Canton, of which 84 are additions—for the most part locally built—during the year under review."

During the first half of the year all these boats did well; but as launches increased, rates fell off, and we are now suffering from an overstocked market. The repairing shops have been fully occupied. All sorts of engineering work can be done here at considerably less than Hongkong rates. So far, judging from results and a happy immunity from accidents, the work must be fairly good; but, possibly, foreign expert inspection, of which at present there is none, might tell a different tale. Nearly the whole fleet is under the "Dragon flag, and those launches which do fly foreign ensigns are hardly to be distinguished, as far as their internal economy is concerned, from their native sisters."

With regard to passenger traffic, we find the river steamer figures to add from Hongkong and Macao fully up to the average half-a-million native passengers each way. Conveyance by inland trading launches and their tows is increasingly popular, owing to its speed and regularity, and the figures of 1898 were improved on, it is estimated, by about 40 per cent. New routes were opened in 1900, and the fares lowered. Steam launches and their tows are recorded to have made no less than 132,792 trips in inland waters during the year.

Finally, we may conclude this review of Mr. KING's report by noting that he does not, like some others, shut his eyes to the existence of piracy in the Canton neighbourhood. Thirty cases were recorded, as against twenty in 1899, and Mr. KING says:—"The delta affords unrivalled facilities to the river thief, and has been his happy hunting-ground for centuries. The provincial government maintained a large force, both ashore and afloat, for the suppression of these 'enemies of the people'; how far their efforts have been successful must be judged from the figures now presented." Testimony of this kind is a valuable argument against the suggestions of those who would make out that the tales of piracy are due to the imagination of the local British Press.

The transports *Haiding* and *Sundra*, with native troops from the North, left the harbour yesterday for Calcutta.

We are glad to see Mr. Kemp, Acting Police Magistrate again back on his bench. He had been ill for the past week, but we hope he will soon be himself again.

Apart from plague last week the only case of communicable disease reported in the colony was one of enteric fever in Victoria, which unfortunately proved fatal.

The Secretary of the Tung On Insurance Co. requests us to contradict the statement that his company has any lien on the houses destroyed by fire in Queen Victoria Street on Saturday morning.

Nearly all the top-hammer of the dredger *Canton River* has been removed, and the next attempt to raise the vessel will probably be made by Wednesday. The report that the dredger is to be used as a land-mark is discredited!

A bill for the establishment of Insular Constabulary is before the Civil Commission at Manila. Two names so far have been mentioned for the post of Chief of the Constabulary. One is Major Sime of the 11th Cavalry, U. S. V., and the other Lieut. Mapes, who gained considerable fame as Major of the Nebraska Volunteers, and later on while in the Fifth District Scouts.

The U. S. transport *Hancock* made a splendid passage from San Francisco to Manila in twenty days. This is said to be the fastest trip on record. General Corbin, Adj. Gen., U. S. Army, arrived at Manila from the United States by the *Hancock*. His mission is to inspect the forces and conditions in the Philippines, and find out whether the forces now under General Chaffee could be reduced without risk or not.

We call our readers' attention to the notice and programme of the second Gymkhana Meeting of the present season, which appears in another column. It will be seen that seven events are proposed. A significant note is appended, to the effect that unless this Gymkhana is better supported as regards the number of entries than the one held on 29th June last, the Committee feel that it is useless attempting to continue to hold them.

There died on the 12th inst. at the General Hospital, Singapore, from fever, Mr. George F. Evans, who was the son of a well-known solicitor of Sydney, N.S.W., came up to Singapore a few months back, and joined the staff of Mr. J. Gunn. He took great interest in sport, and frequently appeared on the cricket field in S. C. C. matches; in addition to which he was a member of the Sporting, Rowing, and Swimming Clubs.

General Malvar, one of the two insurgent generals still on the warpath in the Philippines, is said to be anxious to surrender, as the U.S. soldiers are too hot on his trail. General Lubbien, the other insurgent leader is also negotiating through his brother, a doctor, for a surrender. When these two are in, the insurrection will then be actually over, and a formal peace declared. This will result in the release of the prisoners of war still held by the American authorities, including those kept at Guam.

Considerable amusement was caused to pedestrians passing the City Hall Library and Museum yesterday forenoon. The stuffed animals and birds for some purpose or other were placed outside, and in an incredibly short time a throng of Chinese were standing—but at a very respectful distance—and gazing at the samples of stuffed fauna with almost awe depicted on their countenances. And though curiosity compelled them to stand and gaze, not one of them apparently dared to approach nearer for a closer inspection.

The steamer *Loongang* (Messrs. Jardine, Matheson & Co.), which arrived in the harbour yesterday morning from Manila, had on board one hundred tons of cargo—eighty tons of pig lead and twenty tons of hides and wool—salved from the Japanese steamer *Fukami Maru* wrecked in the Straits of Mendocino. The sunken vessel's cargo was bought by Mr. Chan Hewan, secretary of the Clai On Marine Insurance Company, of this colony, who sent down by the *Loongang* a month ago about forty divers to save the cargo. The work has been prosecuted with great energy, and that by the *Loongang* yesterday was the first of what is confidently expected to be a series of profitable consignments.The following items are from the *Foehow Echo* of the 19th July:—The weather having become very summerlike as regards heat, several ladies of the community with their families have this week moved up to Kuliang and more will follow in a few days.—The rice harvest has commenced this week in the large plain at the foot of the Kushan range. In this locality the crop is reported to be indifferently good.—Last Monday night a fire broke out in the city close to the yamen of the Provincial Judge, and was not got under before 30 houses had been consumed. To add to the disaster four men, unable to escape, lost their lives.—The processions to drive away sickness among the natives this year are said to be unprecedentedly large, many thousands joining in them. Each night this week they have paraded at a different route. To-night, starting from Nantai, they go to the city. Great numbers of well-to-do natives join in them, and there is a serious earnestness about the whole function that is remarkable.

The Indian Contingent for British Central Africa sailed from Bombay on the 8th inst.

Indo-Chinese papers report the murder of a French engineer, M. Martin, by pirates in Bao-Ninh.

According to Indian papers, the application to the Home Government to raise the pay of Lumsden's Horse to five shillings a day has been refused.

The Royal Irish Rifles have won the Football League, says a Calcutta telegram, and have created an Indian record by having won 14 matches with 45 goals, none having been scored against them.

The Charter of Manila is said to be from all appearances as comprehensive and perfect an instrument for the good government of the city as could well be devised. May it work out as well as it reads.

Our imaginative contemporary *Le Courrier d'Haiphong* has, in a recent issue, a sketch of farm-burning by the British in South Africa, in which the British soldiers are apparently gaily climbing roofs in as close proximity to the flames as possible.

It appears from a London telegram of the 4th inst. that Pennsylvania University best Thames in the race for the Grand Challenge Cup at Henley, and Leander best the Ghent boat. Pennsylvania mot Leander in the final, as we already know, and only succumbed after a fine struggle.

In July, 1900, the Commissioners appointed by H. M. the King of Siam and the Perak Government for the delimitation of the boundary between Perak and Roman completed their labours. The new territory comprises an area approximately of 720 square miles. It is at present but sparsely populated, the recent census returning 1,593 males and 1,237 females. There are indications of mineral wealth.

The *Siam Observer* tells a strange story of how, at Korat, in Siam, the other day, a wood-cutter stepped on what looked like a prostrate tree. It wriggled, and he slipped off to find it to be a big python. The man killed the serpent with an axe, and upon the carcass being opened, the body of a deer, quite intact and apparently only recently swallowed, was found. The serpent measured something near 3 feet in length and 3 feet in girth.

A Calcutta despatch of the 6th inst. says:—A still further large increase in the number of persons in receipt of famine relief has been made for the present week. The increase throughout India was 62,473, making the total 546,308. The monsoon weekly report gives a gloomy account of slight rainfall from May to date, and considerable anxiety is felt regarding some of the districts.

An interesting paper published at the instance of the Argentine Republic gives the comparative depth at mean high water of the chief ports of the world. From this it appears that the deepest channel at any port is that of Constantinople, which is 750 feet. The shallowest appears to be that at Rostock, Germany—17 feet. Calcutta's 27.5 compares not unfavourably with the average depth of 123 ports, which is 31.33 feet. The next deepest channel to that of Constantinople is Algiers—72 feet.

M. Pierre Charriol, Consul at Calcutta for Spain and Portugal, was killed in a trap accident on the 8th inst. The deceased gentleman was a Merchant and Commission Agent; Government Emigration Agent for the French Colonies of Guadeloupe, La Martinique, Cayenne and La Reunion; Consul for the Republics of Uruguay (South America); Vice-Consul for Portugal, Spain and Peru; Sole Agent for Bengal and for N.W. Provinces of Mess. Van Heek &amp; Co., Eusebeche, Holland; Councillor du Commerce Extérieur de la France; and Agent in India for the Institute Pasteur-de-Lille.

The Acting State Surgeon, Perak, writing on malaria, says:—In England to-day there are as many *anopheles* mosquitoes as there were years ago when malaria was very rife, and it is considered that by killing the parasite by the use of quinine and by drainage of the soil, the malarial could not obtain fresh organisms, and fever has consequently become almost extinct. No endeavour has yet been made to treat malaria fever as a contagious disease. Provision will, I trust, be made in next year's Budget for making one ward at least in the various Government hospitals mosquito-proof.The *Militär-Wochenblatt* publishes three illustrations showing the damage done to two 37mm. (1.45in.) guns and one 8mm. machine gun at the bombardment of the Taku forts. The Chinese made very good practice, one of the guns being disabled by a direct shot, while the other two were damaged by pieces of shell. The *Ilus* had eight 37mm. guns in action, two of them having been transferred from the *Peritha* on the morning previous to the bombardment and mounted on reserve pivots. With regard to the question of waste of ammunition in firing these guns, during the two hours the eight guns were actually in action only a total of 3174 shells were fired. Roughly, this gives 200 shots per gun per hour, whereas it is possible to fire from one of these guns no fewer than 100 well-aimed shots in one minute. A similar moderation in the use of ammunition was shown by the well-trained gunners who served the 8mm. guns. All the guns worked well, there being not a single case of jamming. In one case a shell-pin got into the breech mechanism and caused an interruption of 15 minutes in the firing of the gun. The regular firing of the guns could be distinctly seen in the darkness of the night, and no case of misfire was observed.

## TELEGRAMS.

## REUTER'S SERVICE.

LONDON, 20th July.

## THE CORONATION OATH.

Lord Salisbury, in the House of Lords, presented a Bill modifying the Coronation Oath. THE TIBETAN MISSION TO RUSSIA. It is semi-officially stated in St. Petersburg that the object of the Tibetan Mission to Russia is merely to secure privileges for Buddhists in the Russian Empire.

## SENTENCES ON SOUTH AFRICAN REBELS.

Lord Kitchener has commuted the death sentence on thirty-four rebels to penal servitude for life, to be served at Bermuda.

## THE "ROBBAON" ENQUIRY.

The Board of Trade enquiry into the loss of the P. & O. s.s. *Robbaon* entirely exonerated the Captain and Officers from blame.

## PROFESSOR MAX MULLER'S LIBRARY.

Baron Iwasaki has bought Professor Max Muller's library for the Tokyo University.

## THE PLAGUE.

During the 48 hours ending at noon yesterday there were reported 7 fresh Chinese cases of plague and one European, and 8 deaths (Chinese).

The European case is that of Private D. Nelson, Royal Welsh Fusiliers, who was admitted to Kennedytown Hospital yesterday. He developed the disease, we are informed, in No. 5 room at Murray Barracks, which, of course, been overhauled and disinfected. This fresh case, occurring just when we were hoping to be able to congratulate ourselves on the disappearance of the disease at least among Europeans, is regrettable in the extreme.

Last week's figures were:—13 cases (8 in Victoria), 16 deaths. The record for the year stands now at:—1,579 cases (1,439 Chinese, 57 others Asiatics, 29 Europeans); 1,506 deaths (1,463 Chinese, 34 other Asiatics, 9 Europeans).

## SUPREME COURT.

Monday, 22nd July.

## IN CRIMINAL JURISDICTION (SPECIAL SESSIONS).

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE).

## ALLEGED EXTENSIVE FRAUDS.

Li Ying, an ex-litong, was charged on no less than fourteen counts with obtaining money by false pretences and with uttering and publishing a forged and counterfeited writing with intent to defraud.

Mr. J. F. Francis, K.C. (instructed by Mr. J. F. Rees), represented the prisoner, and for the Crown Mr. F. B. L. Bowley, Crown solicitor, instructed the Hon. H. E. Pollock, K.C., Acting Attorney-General.

Mr. Francis—I must ask your Lordship for an adjournment, as the case is an extremely complicated one. Information was only filed on Saturday, and I was not instructed till Saturday afternoon. It is therefore impossible for me to do justice to my client, and I ask your Lordship to adjourn the case for at least a fortnight.

His Lordship—I suppose you don't desire an adjournment, Mr. Pollock? Mr. Pollock—No, my Lord. However, I am informed that the Chinese official who is to give evidence in the case (whom I mentioned to your Lordship before) can come back here in a fortnight's time, and as I am aware that Mr. Francis has had very short notice, I have no objection to the adjournment asked for. Perhaps your Lordship will kindly fix to-morrow fortnight?

His Lordship—I think you are entitled to an adjournment, Mr. Francis. The case is certainly a complicated one. I have found it so.

Mr. Francis—May I take the liberty of suggesting, for the consideration of the Attorney-General, that this is a proper case for a special jury?

Mr. Pollock—I think there would be some difficulty in arranging for that. This is a Special Session, and a jury has already been summoned for it.

His Lordship—You can easily get over that difficulty by closing these Sessions and discharging the jury. If you like I will grant you another Session for the 6th of August.

Mr. Francis—There is no difficulty in the way, my Lord. It is simply a matter of discharging one jury and summoning another.

His Lordship—You might consider the point meanwhile, Mr. Pollock, and let me know your decision.

Mr. Pollock—My inclination is against summoning special jurors, my Lord. As you perhaps are aware, they are hardworked in this colony.

His Lordship—Yes, they have discovered that fact lately, I know.

Mr. Pollock—However, I will consider the matter, my Lord.

The case stands adjourned until Tuesday, 6th August, at ten o'clock.

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Bayern* left Shanghai for Pootung on the 20th inst. a.m., and may be expected here on or about the 24th inst. a.m.The C.E.R. steamer *Empress of China* arrived at Yokohama at 8.30 p.m., on the 21st inst., and left again at noon, on the 22nd, for Kobe, where she is due to arrive at 11 a.m., to-day.The N.Y.K. steamer *Maik Maru* (Bombay Line) left Bombay via Singapore for this port on the 20th inst., and is expected to arrive here on the 24th inst.The C.E.R. steamer *Empress of Japan* arrived at Nagasaki at 9 a.m., on the 22nd inst., and left again at 5 p.m., same day, for Kobe, where she is due to arrive at 10 p.m., to-day.

## POLICE COURT.

Monday, 22nd July.

## BEFORE MR. HAZELAND.

## ILLICIT OPIUM.

Only one case of possession of opium without the requisite certificate was brought before the Court yesterday morning. It was despatched with a \$35 fine.

## CASES OF THEFT.

Lu Sing San, walking away with five pieces of clothing and two silk handkerchiefs, was stopped and given in charge, as the articles belonged to another man. He admitted stealing the clothing, but denied having come by silk handkerchiefs in the same way. 14 days.

Robbing a countryman of his of \$1.40 brought Wong Yau one month's hard labour. Ten Cheung stole \$10 in money and a jacket valued at \$3.60 from one Li Ying, a shop-keeper, and was sentenced to hard labour for one month.

Leung Tang robbed Chan Sin of a silver watch and chain and some articles of wearing apparel, total value \$12. He was given six weeks' hard labour.

## DISORDERLY ORDER OF BANISHMENT.

Ngan Pak some time ago was ordered to be banished from the colony as being an undesirable resident. He disappeared and nothing was seen of him until he accidentally ran into the arms of an Indian constable. He was sentenced to one year's hard labour as a punishment for his disobedience.

## RIFLES AND "PUNG TUNGS"

Chan Ching, master of a junk, was charged with having two rifles, one musket, six *Pung Tung* thirty rounds of ammunition and twenty pounds of powder aboard his junk without permit from the Capt. Supdt. of Police. He was fined five dollars, and the arms and ammunition were declared forfeited to the Crown.

## ANOTHER COUNTERFEITER.

Wan Hui Kat was found in possession of 237 counterfeit ten-cent pieces, just 232 more than the law allows. He was sentenced to pay a fine of \$250 or to do three months' hard labour, and the money was ordered to be destroyed.

## STILL MORE GAMBLERS.

Another gang of twelve gamblers was routed out of the second floor of house No. 33, Nullah Lane, East Point, by Inspector Wanck. The first three defendants received a fine of \$10 or three weeks' imprisonment each, and the others were fined \$2 or eight days each.

Inspector McDonald brought thirteen devotees of the game of chance, eight at Yaumati. First and second defendants were fined \$10 each, or three weeks' hard labour, and the rest \$2, or eight days each.

Sergeant Gordon brought up a gang of twelve, whom he caught gambling at No. 33 Buckley Street. First defendant, the keeper of the gaming-house, was fined the usual \$10 or three weeks, and the rest \$2 or eight days.

## WATCHMAN AND RICHES COOLIE.

The watchman of the Hongkong Hotel, who was charged with assaulting a rich coolie who trespassed on the hotel premises, was discharged with a caution, as the coolie was apparently none the worse for his encounter, though on Sunday night, when brought to the station, he did all he could make the officials believe he was dead. His attempt to escape while being conveyed to the hospital, spoiled his case.

## BEFORE MR. KEMP.

## CANTEN BOY PROVOKES A.P.C.

P.C. Doreny, No. 32, was charged by the canton boy of Central Station Canton with assaulting him.

The complainant said that P.C. No. 13 had ordered a package of cigarettes on the 19th inst. When asked to sign for it, he told complainant to wait as he wanted a drink. Later on when asked again to sign for the cigarettes, P.C. 13 said he had already signed, and defendant said he saw him sign at evening at the same time fifty languages toward complainant and slapping him in the face.

P.C. Doreny, stated that he asked for a drink, but the boy took no notice of his order. Some Chinese came into the canton and the boy served them first. When again asked why he did not bring the drink, he told defendant he would have to wait till he got it. Defendant threatened to report him, and complainant then jumped out through the window and reported defendant. Also the statement as to abusive language used, made before the Inspector, was quite different from that made in court.

P.C. Copeland, No. 13, corroborated defendant's statement, and added that there was no dispute whatever about a hit to be signed for cigarettes. He had signed a hit and laid it on the counter. Defendant never raised his hands against complainant.

P. C. Cushman, No. 8, corroborated previous witnesses statement.

His Worship said that complainant did everything in his power to provoke defendant, he would therefore discharge the latter.

## WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST JULY, 1901.

LEVEL.	1900.	1901.
Tydam	10 ft. 7 in. 27 ft. 11 in.	
Pokfulam	14 ft. 3 in. 10 ft. 7 in.	
Wongnialcheung	6 ft. 3 in. 44 ft. 10 in.	

STORAGE GALLONS.	1900.	1901.
Tydam	389,240,000	180,690,000
Pokfulam	10,400,000	45,000,000
Wongnialcheung	80,782,000	33,000

TOTAL	1900.	1901.
	480,222,000	223,633,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JUNE.

1900.	1901.
Consumption	97,401,000 111,110,000 gallons
Estimated population	206,500 212,500
Consumption per head per day	15.7 17.4 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JUNE.

1900.	1901.
Consumption	6,180,300 11,811,000 gallons
Estimated population	28,200 29,400
Consumption per head per day	10.8 13.5 gallons

The Government Analyst reports that the water is of excellent quality.

## W. CHANIAL, Water Authority.

Here is the latest story of Judge Henry E. Hawland, one of the most popular after-dinner speakers of New York:—"There was a little boy who was badly puzzled over the theory of evolution. He went to his mother and asked, 'Mamma, am I descended from a monkey?' 'I don't know,' she answered; 'I never met any of your father's people!'"

## LATE TELEGRAMS.

NEWS VIA CABLE.

## THE WAR IN SOUTH AFRICA.

**SUCCESS FOR COL. GRENFELL.**  
Colonel H. M. Grenfell has captured 93 prisoners of Beyer's commando, besides 88 wagons, 100 rifles, and 2,000 rounds of ammunition.

**CLEMENCY OVER MILITARY OFFENCES.**  
Earl Roberts has ordered the liberation of all soldiers imprisoned for military offences in South Africa.

**BOERS BUILD A STATION.**  
Lord Kitchener reports that the Boers have burned the Roodpoort Station, but were subsequently driven off, losing all their arms.

**BADEN-POWELL DOWN WITH FEVER.**  
General Baden-Powell has called home. He is suffering from the effects of West African fever.

**"DAILY NEWS" DENOUNCES KRUGER AND HIS SATELLITES.**  
The papers remark on the change in the tone of the *Daily News*, which in a caustic article calls Mr. Kruger and his entourage contemptible exiles safely intruding beyond the reach of guns.

**THE BOER RATE OF DEFEAT.**  
Lord Kitchener reports 40 Boers killed, 27 wounded, 132 prisoners, and 21 surrendered since the 1st July. Captures of ammunition, wagons and stock were also made.

**MORE REWARDS.**  
The *London Gazette* publishes a despatch from Lord Kitchener, dated the 8th May, on the operations since March. There is little new in it. Many officers and men are mentioned, many of whom have already been rewarded.

## THE LIBERAL PARTY.

**FOURTH THE CHAIRMAN.**  
In the House of Commons last night, Sir H. Campbell-Bannerman supported Mr. Lloyd George's views of the war, which he declared were held by the majority of the people of the country. Mr. B. Home congratulated Sir H. Campbell-Bannerman frankly on his pro-Bour attitude. Sir H. Campbell-Bannerman vehemently resented the expression "pro-Bour."

**ALL EYES ON LORD ROSEBERRY.**  
Lord Rosebery has returned to London, and speculation as to his attitude is intensified by the interest taken in the Liberal Crisis.

**A RECRUIT FOR CAMPBELL-BANNERMAN.**  
Mr. James Mackenzie Macdonald, late Conservative Member for Cardiff, has resigned the Carlton Club. He explains his estrangement from the Conservatives, and expresses his warmest sympathy with Sir H. Campbell-Bannerman.

**THE KING AND LORD ROSEBERRY—AN HOUR'S AUDIENCE.**  
Lord Rosebery had an hour's audience of the King to-day. This excited comment in connection with the crisis in the Liberal Party.

**THE REFORM CLUB MEETING.**  
A largely-attended meeting of the Liberal Party was held at the Reform Club this evening. The proceedings were entirely harmonious, and a resolution of confidence in Sir H. Campbell-Bannerman was adopted unanimously. Sir H. Campbell-Bannerman's protest against personal intrigues and cabals elicited a prompt disclaimer from Mr. Asquith. Both Mr. Asquith and Sir Edward Grey thought that Liberalism should include freedom of individual opinion regarding the war. Sir H. Campbell-Bannerman said that the Opposition has only to concern itself at present with the future, leaving the Government the responsibility of the past. The war, he said, must be brought to a victorious conclusion; but settlement must be generous.

## SPORTING ITEMS.

**HENLEY—THE "GOBELTS."**  
The Balliol College pair beat the Belgians in the race for the Silver Goblets.

**VARSITY CRICKET MATCH.**  
In the University cricket match, Cambridge made 325 in their first innings. E. E. Wilson scoring 118. Oxford made 330 in their first innings. F. P. Knox scoring 81.

**CRICKET RESULTS.**  
In the second innings Cambridge declared at 337 for eight wickets. Harper scoring 84, and Oxford made 177 for seven wickets. Marsham scoring 100. The game was unfinished and drawn.

**AT OLD TRAFFORD, SUSSEX DEFEATED LANCAIRESHIRE** by 94 runs after declaring the innings. Ranjitsingh was not out 170.

**YORKSHIRE, AT SARBOROUGH, DEFEATED LEICESTER** by an innings and 247 runs. The Yorkshire five innings scored 562, and the Leicesters two innings 103 and 212. In the first innings, the first two Leicesters wickets at a cost of only 21 runs.

**AT THE Oval, Surrey drew with Warwickshire.** Surrey, in the first innings, scored 214, and Warwickshire 400, of which Kinnaird scored 140. In the second innings, Surrey declared after scoring 374 for seven wickets. Warwickshire made 53 for the loss of 3 wickets.

**POSITIONS IN THE COUNTY CHAMPIONSHIP.**  
The following are the positions of all the Counties in the Cricket Championship—

County	Placed	Wickets	Runs
Yorkshire	1	16	14
Gloucestershire	2	14	12
Worcestershire	3	13	11
Surrey	4	13	11
Leicestershire	5	13	11
Warwickshire	6	13	11
Nottinghamshire	7	13	11
Hants	8	13	11
Essex	9	13	11
Worcestershire	10	13	11
Somerset	11	13	11
Gloucestershire	12	13	11
Kent	13	13	11
Leicestershire	14	13	11
Derby	15	13	11

**SUCCESS OF AMERICAN ATHLETES.**  
The Americans have won the Sprint, Hurdle, Pole and High Jump contests in the Amateur Athletic Championship at Huddersfield.

## GENERAL NEWS.

**ROYAL YACHT SCANDAL.**  
Seven officials have been censured as being responsible for the blunders made in the building of the new Royal yacht.

**GREAT BRITAIN AND EGYPT.**  
The King has received Hussein Kalam, brother of Tewfik Pasha.

**THE BRITISH NAVAL PROGRAMME.**  
Mr. Arnold Forster, in the House of Commons, said that the shipbuilding programme includes three new ships of 16,000 tons each,

and twenty feet longer than anything existing, to be named the *King Edward*, *Dominion*, and *Commonwealth*; six armoured cruisers and ten destroyers of improved type.

**PRACTICAL EXPERIMENTS AT ALDERSHOT.**  
The Military authorities are arranging for practical experiments with large bodies of volunteer cyclists at Aldershot in August.

**BRITISH TRADE.**  
The imports for June show a decrease of £305,000, and the exports of £2,500,000.

**ILLNESS OF EMPRESS.**  
The Empress Frederick had a recurrence of her malady.

**THE BELLEVILLE BOILER CONTROVERSY.**  
The *Hyacinth* and *Minerva* have started for Gibraltar to test the Belleville cylindrical boilers, and will return to Portsmouth at full speed.

**THE KHEDIVÉ AND THE SULTAN.**  
The Khedive has arrived at Constantinople. The Sultan has banished the Khedive to Yildiz Palace. An official communication to the Turkish Press says at the object of the visit is to pay homage to the Throne.

**RAILWAY STRIKE IN WEST AUSTRALIA.**  
A railway strike has taken place in West Australia, and a so dislocating trade that the Kalgoorlie Mines are expected to close.

**THE LATE SIR DONALD STEWART.**  
A meeting held of distinguished officers has discussed the question of raising a permanent monument to the memory of Sir Donald Stewart.

**THE "TIMES" SATISFIED WITH THE ADMIRALTY.**  
The *Times* is satisfied with the report of the Admiralty on the condition of the fleet, showing that the Admiralty is strenuous, vigilant, and progressive.

**ARMY IN THE PERSIAN GULF—FINAL VERDICT.**  
The House of Lords have reversed the judgment in the case of Francis Carr, for the seizure of arms in the Persian Gulf, and has decided in favour of Captain Carr, of the Royal Navy.

**GREAT HEAT IN NEW YORK.**  
There have been 389 deaths from heat, which has been greater in New York, last week.

**THE ABOVE IS TELEGRAPHED, BUT THE WORDS** from London may have been wrongly interpreted in Reuter's Bombay office. Possibly the 389 deaths were in Greater New York.

**BRITAIN'S STAND OVER FASHODA EXPLAINED.**  
French papers are publishing long statements regarding the origin of the Marchand Mission, which show that the purpose was to establish a foothold on the Nile, so that France would have a voice in the future settlement of Egypt.

**THE PLAGUE IN CONSTANTINOPLE.**  
Owing to plague in Constantinople, the Orient Express Service has been suspended.

**THE MAD MULLAH CHASE.**  
The *Times* publishes a despatch from Garibay (C. Garibay) stating that the Abyssinians failed to discover the Mad Mullah's whereabouts, and attacked the Gera Brakin tribe, a powerful section supporting the Mullah's pretensions. The Abyssinians pursued them for three days and killed 200. Owing to lack of commissariat the Abyssinians are eating their transport animals.

**GENERAL CHAFFEE'S REPORT.**  
General Chaffee's report on the campaign in China contains the following special reports made by United States officers upon the allied troops:

**Major Craighill says:**—"The information gained of the Russians is meagre and unsatisfactory. No reply has been made by them to our request for a statement of the location or character of their forces in North China in connection with the relief expedition."

**Major Craighill speaks of the excellent discipline** of the Russians, but says that their relations were of the simplest. They were, he says, industrious foragers. They did not use tents, but lived in huts of native matting. Major Craighill also reports upon the French, particularly regarding their arms, supplies, &c., but his comments, like nearly all others, are omitted from publication, being represented by rows of asterisks.

**Lieutenant-Colonel Dickman reports upon** the Germans. He says that the officers are well educated and that the troops are under good discipline. Colonel Dickman also reports upon the British. He speaks of their painstaking detail in the mobilisation and despatch of the expeditionary force, and says that the discipline of the troops is excellent. He also speaks highly of the Italian regiments.

**Major Muir describes the Japanese in detail.** He says that they are actuated by intense patriotism, and that if Japan can keep her soldiers, and equipment on a par with her soldiers, she will be a most valuable ally and a most formidable enemy.

**Surgeon-Major Banister reports on** the medical departments of the allied armies. He mentions that the British and Indian troops are treated in separate hospitals, and commends the Japanese and German medical departments.

**CHINA TARIFFS AND INDIAN MILLS.**  
The Committee of the Bengal Chamber of Commerce have made an urgent representation to the Government of India, drawing attention to the serious consequences likely to result to the Indian cotton mill industry, especially in its present critical condition, if, as appears likely, a heavy increase were to take place in the duty on imports of yarn, cotton, and piece goods imported from India into China, with a view to providing funds to meet the war indemnity, which the latter country has to pay. It will be remembered that Reuter recently telegraphed that a *New York Herald* despatch from Washington stated that the Imperial Government had notified to the Powers that Great Britain would not consent to China increasing the duty on imports of cotton and rice. If the Chinese Government decide to increase the duties, the exclusion of these articles will only make its incidence more heavy on the other articles of import. Looking at the vast importance of the cotton mill industry and to the welfare of this country, the Committee have pressed for the sympathetic consideration of the Government of India to the representation made, and have expressed the hope that His Excellency the Viceroy will press it without delay on the attention of the Secretary of State for India.

## SEA POWER IN THE FAR EAST.

The following letter by H. E. Pollock, K.C., appears in the June number of the *Navy League Journal*—

Dear Sir,—I beg to acknowledge the receipt of your two letters dated 12th December, 1900, and 19th January, 1901, and my Comm. I have to thank you for your very interesting comments on the present political situation, and for the measures which you have adopted to make public, through the Press, the necessity which exists for strengthening the British Squadron on the coast of the Far East, and for seeing to the adequate armament and defence of this most important naval base.

You state in paragraph 4 of your letter of 12th November, 1900, that "If we were to hold, as we ought to be, the command of the sea, we ought to be in the necessary position of superiority wherever our flag flies, and I need hardly say that that view of yours is most fully endorsed by my Committee, who contend with out fear of contradiction that that position of superiority has been completely lost in the Far East; and that, if, as appears unfortunately to be admitted, the case, we cannot spare any more of our ships from the Channel and Mediterranean Squadrons for service in the Far East, it is necessary that a new Naval Defence Act should be passed at once laying down a continuous and definite and adequate programme for the construction of battleships and fast armoured cruisers."

It would appear that our Navy is distinctly drifting to leeward as compared with the combined fleets of France and Russia, and that the proportion of five effective modern battleships to three, which we ought admittedly to make sure of at all times in relation to those two Powers, has not been maintained. In the *National Review* for October last, Mr. McHenry pointed out that whereas our proportion of modern battleships built and building in 1899 was fifty-three against the thirty-five of France and Russia combined, our proportion of modern battleships built and building in 1900 is only fifty-one against the fifty battleships of the other two allied Powers.

When we contrast such a state of affairs with the magnificent patriotic efforts which Germany is now putting forth to increase her fighting strength at sea, it makes one think with sorrow that the recent grave indictments of Lord Rosebery and others against our nation are true, and that we are wanting in that earnestness and thoroughness and public spirit which is necessary, if we are to retain our naval and commercial supremacy in an age of fierce competition. If we are deprived of the command of the sea neither our army and auxiliary forces at home, nor our loyal Australasian and Canadian troops in the Colonies, can avert disaster from the Empire, for the seas will then divide, instead of, as now, uniting the scattered forces of our race.

The Directors of Great Britain must be made by the Navy League to understand through the Press that, important as Army Reform is, the instant and substantial increase of the British Navy is infinitely more important, in fact a vital question, that is to say (to quote Tonyson's expression) that "the fleet of England is her all in all."

I am, dear Sir, yours faithfully,  
H. E. POLLOCK, Hon. Secretary,  
Navy League, Hongkong Branch.  
Hongkong, March 30, 1901.

**THE LATE ADMIRAL SIR A. HOSKINS.**  
Admiral Sir Anthony Hoskins who died at Plymouth, Capel, near Dorking, on the 21st ult., was born on 1st September, 1823, about 100 years after one of the same family, Mary Hoskins, who had married the Rev. Samuel Hood, of Beaminster, gave birth to the future Viscount Hood and Viscount Brixport. He received his early education at Winchester, and entered the Navy in 1842 on board the *Conway*, in which he saw some service both against slaves and in the attack on the forts at Camaguey on 18th June, 1845. In 1847 he commanded the president's cutter in the attack on the Arab stockades at Anjona in the Mozambique Channel. He was made lieutenant on 28th March, 1849, and during the Kaffir war of 1851-52 acted as a D.C. to Sir Harry Smith. In 1854 he commanded the gunboat *Beaver*, and in the following year took out the larger gunboat *Slaney* to China, where he took part in the capture of Canton in December, 1857, the Taku forts and of Tientsin in May, 1858. His promotion to commander, for Canton, was dated 26th February, 1858; and to captain, 12th December, 1863. In 1865 he married Dorothea, daughter of Rev. Sir G. S. Robinson, and from 1865 to 1872 commanded the *Belgic*, on the North American Station. In 1873-74 he commanded the *Suffolk* in the Channel Fleet, and from 1875 to 1878 was commodore in Australia. In 1877 he was appointed A.D.C. to Queen Victoria and received the C.B., and on 15th June 1879, he became a rear-admiral. From 1880 to 1882 he was one of the Lords of the Admiralty, and in 1882 was second in command in the Mediterranean Squadron on the coast of Egypt, for which he received, in addition to the medal and the bronze star, the Osmanieh of the second class. From 1882 to 1885 he was Superintendent of Naval Reserves. On 1st June 1885, he was promoted to vice-admiral; and was then for nearly four years a Lord of the Admiralty. From March 1889 he was Commander-in-Chief in the Mediterranean, which he held till his retirement in September, 1893. On 17th November, 1893, he was nominated a G.C.B., and was at the same time awarded a gold service pension.

After his retirement he lived for the most part in London, continuing to interest himself in professional and geographical literature, and was a member of council or vice-president of the Royal United Service Institution, the Navy Records Society, the Hakluyt Society, and the Royal Geographical Society.

**EXPORT CARGOS.**  
Per steamer *Prometheus*, sailed on the 14th July. For Amoy (particulars unknown), 70 boxes tea from Amoy (particulars unknown), 442 boxes (particulars unknown), 11,824 boxes second-hand goods, 248,514 lbs., 673 boxes congo—14,133 lbs., 475 bales waste silk, 1 bale carpets, 236 cases Chinaware, 8 cases bambooware, 2 cases black-woodware, 5 cases umbrellas, 20 cases p. fans, 1 case lacquerware, 1 case copperware, 1 case copper pots, 3 cases silverware, 2 cases silks, 2 pkgs. silks, 993 p. cracker, 3 pkgs. marine clothing, 22 pkgs. dries. For London only. Hamper—50 cases. For London only. Manchester—100 bales waste silk. For Glasgow—1 case boots. 25 bales waste silk. For Glasgow—1 case boots.

Per steamer *Salina*, sailed on the 15th July. For Marseilles—32 bales raw silk, 13 cases silk, 325 pkgs. tea, 5 cases essential oil, 1 case oranges, 1 case watches. For Lyons—224 bales raw silk. For Havre—38 pkgs. tea, 20 cases paper. For Marseilles—100 bales waste silk. For London—40 bales waste silk.

## RIVER GUNBOAT TRIAL ON THE THAMES.

A shallow draught river gunboat, one of two just built for the British Government by Messrs. Yarrow, was taken for a trial run in the Thames from Greenwich to Gravesend and back on the 22nd ult., when there were present on the ship among others Adm. Sir R. H. M. Molynaux, Vice-Adm. Morant, the Turkish Ambassador, Capt. Schilling (French Naval Attaché), Com. Schwarz (Austrian Naval Attaché), Com. Kawashima (Japanese Naval Attaché), Capt. T. Matsuo (Japanese Chief Naval Constructor), Sir Hiram Maxim, and Prof. W. C. Unwin.

The great feature of the *Teal*, as the vessel is named, is the smallness of her draught, which does not exceed 2ft. 3in. on her official trials, indeed, it was only 2ft. 2in. with a load of 40 tons on board, and yet the mean of six runs on the measured mile showed a speed of 13.045 knots, or 15.01 statute miles an hour. This speed was attained without forced draught and when the fuel burnt was wood. The *Teal* is 160ft. long and has a beam of 24ft. Her hull, which is of galvanised steel, is divided into ten watertight compartments, each of which is an independent section—a system of construction which enables the vessel to be put together while afloat and avoids the inconveniences of riveting up and launching in localities where skilled labour may be unobtainable. There are two screws, driven by two sets of compound surface-condensing engines which run at about 800 revolutions a minute. These screws are much larger in diameter than the draught of the ship, and revolve each in a special lining designed to secure that they always work in solid water. Access to them is gained by manholes on the main deck, and it is stated that only 20 men are required to remove a propeller and put another in its place.

Steam is supplied by a pair of Yarrow water-tube boilers, and the forced draught which is provided for, though not necessary for the maintenance of full speed, will be useful when the wood fuel available is green or of poor quality. The guns, which consist of two 6pr. q. and six 303 Marins, are mounted on an upper or battery deck which extends about half the length of the ship, and being completely housed in provides spacious quarters for Europeans; its lower deck, like the sides of the vessel in way of the machinery and the cabin accommodation for the officers on the main deck, are protected by Cammell chrome steel of such thickness as to be proof against rifle fire, point blank, at close quarters. Aft on the main deck there is accommodation for the native crew and also a special sick-bay. The ship is fitted with no fewer than four rudders, all controlled by the usual steam and hand gear. These give extraordinary command over her steering; indeed, it is possible to make her describe a complete circle in little more than her own length.

The *Times* Vienna correspondent wrote last month—Those who prophesy that eventually the Chinese question will be solved by an agreement between Russia and Germany may be a little premature in their predictions. Meanwhile, the activity of Germany in the Far East and her mastery policy of economic development all over the world absorb public attention abroad. The following Austrian official data consequently offer special interest. The intercourse between Hongkong and the German possessions in the Pacific established by the regular steamship service opened by the North-German Lloyd is further promoted by the foundation of a German firm at Swatow, in Southern China. The head of this firm was formerly employed by the German New Guinea Company, who have now assisted him in his new venture. His principal object is to secure Chinese colonies for labour in the German Pacific colonies, and to provide for their transport thither, experience having shown that the natives of these islands cannot be profitably employed in agriculture or industry. The Chinese, on the other hand, owing to the low wages they demand and their activity and capacity of acclimatisation, have taken a large part in the economic development of the Straits Settlements and the Dutch colonies. As soon as this projected co-öperation is organised, the ships of the North-German Lloyd will call regularly at Swatow. This will probably lead to a brisk trade between the two districts, which can exchange a portion of their produce. Southern China would probably import corn, tobacco, cotton, coconut-oil and timber, sending in calicoes, and camphor. This growing trade would greatly promote German interests in those regions, apart from the profit derived from the North-German Lloyd, adding considerably to the importance of the German possessions and to the consumption of European manufactures.

**GERMAN AND BRITISH MILITARY POLICE.**  
A very interesting letter from Tientsin, published by the *Frankfurter Zeitung*, shows the difference in the behaviour of British and German police. The writer says—

In front of the Astor House at Tientsin the Chinese hucksters and market people were in the habit of spreading out their wares, and the soldiers of all nations came there to buy. As at every market, there were of course, cases of traders and their customers not agreeing. On such an occasion a Zouave simply tossed the money which he was inclined to pay, but which the Chinaman had refused as not being sufficient, at the latter's feet, and snatched the fowls out of his hands. The Chinese ran shouting after the Frenchman and tried to stop him, but received a blow in the face. This made him turn for help to a German policeman standing near, who went to the length of asking the Zouave what he meant. The latter, of course, understood no German, but in the most amiable manner showered a torrent of French on to the German, and then turned to go without giving up the fowls. Instead of stopping him, the policeman shrugged his shoulders, and as one of the disputants must be right, and the other wrong, said he had a sort of feeling that something must be done, he gave the Chinaman a kick, causing him to sink off frightened behind his wares. But how differently the self-same British police soldiers behaved. It is true they had chosen most exclusively non-commissioned officers and men of the very reliable Navy, who did their duty with refreshing correctness. Had any Englishman, Frenchman, Russian, or German taken the same liberty as the above mentioned with a Chinese, one might be quite sure that the British policeman, even if he could not speak the different languages, would with the greatest politeness, but with a dignity not to be gained, have taken away the money and returned it to the Chinaman. Added to this, as soon as the Englishmen are on duty, it is all the same to them of what rank the person may be who has to be reprimanded. I saw a Russian officer and his orderly dash direct into a party of Chinese coolies in spite of the fact that the

latter had left half the road free, and then rain blows with their riding whips on the yelling natives, who fled in all directions. The English policeman was on the spot in a moment, and seized hold of the bridle of the officer's horse. The Russian whip was raised at the Englishman, but he looked calmly at the officer, and said, "You try that, and I'll bring you down in a moment." Whether the Russian understood English, I can't say, but I know that he did not strike, and quietly allowed the English police-soldier to lead him off to the free side of the road. Then the old non-commissioned officer, for such he was, turned and marched up and down again, as if nothing out of the usual had happened.

**EVERYBODY WHO KNOWS ANYTHING SAYS THAT CLUB WHISKY IS THE BEST.**

**H. PRICE & CO.**  
Hongkong, 1st July, 1901. [616]

**PIANO TUNING.**  
If you VALUE your PIANO at all, you should have it TUNED REGULARLY by CONTRACT, and by EXPERIENCED and TRAINED MEN ONLY, who are employed by us.

**ROBINSON PIANO CO., LD.**  
Hongkong, 16th July, 1901. [1232]

**OREGON LUMBER.**  
THE Undersigned, being closely connected with the leading MILLS at PORTLAND and FUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

**C. LAZARUS & CO.**  
60 & 61, BENTINCK STREET, CALCUTTA.

Telegraphic Address: A.B.C. Code. "MAHOGANY" Calcutta. 4th Edition issued.

**THE STANDARD INDIAN BILLIARD TABLE.**  
Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.

PRICE, complete, with accessories for Billiard—Rs. 1,450, packed.

**SPECIAL ADVANTAGE.**  
We take all RISKS against Breakage.

Send for our latest PRICE LIST To Hongkong Daily Press Office. [212-2]

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**  
CODE WORD: "DOCK," NAGASAKI. A.I., A.B.C., Scott's and Engineering Codes Used.

**DOCK No. 1 (at TATEGAMI).**  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 283 "

**DOCK No. 2 (at MUKAJIMA).**  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 68 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide... 22 "

**PATENT SLIP (at KOSUGE).**  
Can take vessels up to 1,000 tons gross.

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and are capable of any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

**THE COMPANY has a POWERFUL SAWMILL PLANT READY AT SHORT NOTICE.** [1605]

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

**"DAILY PRESS" OFFICE.**  
The only office in China having European taught workmen. Equal to Home Work.

**BUILDERS.**  
KANG ON, Contractor; 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite. Mechanics engaged, Estimates given.

**CHEMISTS, DRUGGISTS, &c.**  
**THE VICTORIA DISPENSARY,** Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

**FURNITURE WAREHOUSEMEN.**  
**A CHEE & CO., Established 1830.** Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

**JEWELLER.**  
**MAISON LEVY HERMANOS,** Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

**PHOTOGRAPHERS.**  
**A FONG,** The largest and most complete Studio in Hongkong. Established 1839. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

**MEE CHEUNG,** Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

**M. MUMFAY, JAPANESE ARTIST.** Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

**PRINTING.**  
**"DAILY PRESS" OFFICE.** Proofs read by Englishmen.

**STOREKEEPERS.**  
**F. BLACKHEAD & CO.,** Navy Contractors, Shipchangers, Sailmakers, Provision and Coal Merchants, Frazer Central, near Hongkong Hotel.

**BISMARCK & CO.,** Navy Contractors, Ship Changers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

**KWONG SANG & CO.,** Shipchangers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

**MORE & SEIMUND,** 43 and 45, Des Voeux Road. Shipchangers, Sailmakers, Marine Commission Agents and General Storekeepers. Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell, Spence & Co.'s Commission.

**TAILORS.**  
**R. HAUGHTON & CO.,** Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Carlo Store.

**TOBACCONISTS.**  
**D. S. DADY BURJOR, "LOS FILIPINOS,"** Imports of the Best Manila Cigars; 25, Pottinger Street.

**WATCHMAKERS.**  
**DROZ & CO.,** 10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

**DANG CHEE, SON & CO.,** IMPORT AND EXPORT MERCHANTS, 6, D'AGUILAR STREET.

**BRANCH—N.S.W., AUSTRALIA.**  
Hongkong, 2nd July, 1901. [1064]

**PORTLAND CEMENT.**  
**J. B. WHITE & BROS.**

**SOLE AGENTS FOR CHINA, HOLLAND, WISE & CO.**  
Hongkong, 16th September, 1899. [1509]

**QUAN**

## NEW ADVERTISEMENTS

JUST RECEIVED.

**ANOTHER** Consignment of CIGARS (GONDRES, HIGH LIFE, R. VIC-TORIA, N.W., PANTELEAS, &c.) from the celebrated "Gondres" Factory, for which we are Sole Agents in Hongkong. Attention of Shippers, Captains, Purser, &c. is respectfully called to Price and Quality. T. M. STEVENS & CO., 1, Duddell Street. [1851]

## LAND OFFICE.

**VACANCY** for a CLERK and TRANS-LATOR in the Land Office. Salary \$600 per Annum rising by triennial increments of \$50 to \$720. Qualifications: A good knowledge of English and able to translate English into Chinese and Chinese into English and to interpret the Hakka Dialect. Applications with usual Certificates to be sent to the LAND OFFICER, Supreme Court Buildings. Land Office, Hongkong, 2nd July, 1901. [1852]

## NOTICE.

**M. C. E. WARREN** begs to inform his numerous Customers that he will remove his Office to more commodious Premises at WYNDHAM STREET (opposite to the Club German) on the 1st August next. Hongkong, 23rd July, 1901. [1849]

## GOVERNMENT NOTIFICATION.

No. 386.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 29th day of JULY, 1901, at 3 P.M., are published for general information. By Commission. J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 18th July, 1901. [1848]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 29th day of JULY, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Queen's Road East, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Rep. No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upst. Price
1	1,646	Queen's Road East	50' 0" x 50' 0" x 50' 0" x 50' 0"	750	10	750

## FOR YOKOHAMA AND KOBE.

## THE Steamship

"ALEXANDRIA," Captain Rorden, will be despatched for the above ports TO-MORROW, the 24th inst., at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office. [1847]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"PERLA," Captain Geo. T. Blaxland, will be despatched as above TO-MORROW, the 24th inst., at 3 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers. Hongkong, 22nd July, 1901. [1845]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

## THE Company's Steamship

"ESMERALDA," Captain J. McGinty, will be despatched as above on THURSDAY, the 25th inst., at 5 P.M. This steamer has superior accommodation for Passengers, and is fitted with the Electric Light.

A Doctor is carried. For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers. Hongkong, 22nd July, 1901. [1845]

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

"ALEXANDRIA," Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 22nd July, 1901. [1846]

## NEW ADVERTISEMENTS

## SECOND GYMKHANA MEETING.

## PRELIMINARY PROGRAMME.

SATURDAY, the 10th August, at 4.30 P.M.

## EVENTS.

1. FIVE FURLONG HANDICAP.—For all ponies measuring 14.2 and under. Ponies which have not been measured and entered for any recognised meeting in Hongkong or China to be measured by two members of the committee, and their certificate of measurement to accompany entry. Four to start or the race to be declared void.

2. DOG RACE.—For all dogs, large and small. First prize \$3, second \$4. No entrance fee. Six dogs to start or no race.

3. LADIES' NOMINATION.—Competitors to line up at the starting point, ponies with hurdles only. At the word "Mount," competitors to ride round a post in the centre of the course, leaving same on left hand; dismount at a given spot, there pick up a fan, and then at a given spot, there pick up a fan in hand remount. First past the post with fan in hand wins. No one, other than the rider, to touch him pony after he has appeared on the course. Any competitor touching the post to be disqualified. Entrance, \$2, to accompany entry. Six competitors or no competition.

4. TEN FURLONG.—For all ponies not exceeding 14.3 in height. Two turns each at 3 paces. The competitor who carries the greatest number of paces wins. Entrance, \$2, to accompany entry. Six competitors or no competition.

5. SMALL DOGS RACE.—For all dogs belonging to sailors, soldiers or police which two members of the committee may select as "small dogs." First prize \$3, second \$4. The winner of the previous dog race not eligible to start. Six dogs to start or no race.

6. LADIES' NOMINATION.—Competitors to line up at the starting point, ponies with hurdles only. At the word "Mount," competitors to ride round a post in the centre of the course, leaving same on left hand; dismount at a given spot, there pick up a fan, and then at a given spot, there pick up a fan in hand remount. First past the post with fan in hand wins. No one, other than the rider, to touch him pony after he has appeared on the course. Any competitor touching the post to be disqualified. Entrance, \$2, to accompany entry. Six competitors or no competition.

7. THREE QUARTERS OF A MILE HANDICAP.—For all Walkers, Arabs and Country-breds. No restriction as to height. Entrance fee, \$3. No restriction as to height. Entrance fee, \$3. No restriction as to height. Entrance fee, \$3.

8. LADIES' NOMINATION.—Competitors to line up at the starting point, ponies with hurdles only. At the word "Mount," competitors to ride round a post in the centre of the course, leaving same on left hand; dismount at a given spot, there pick up a fan, and then at a given spot, there pick up a fan in hand remount. First past the post with fan in hand wins. No one, other than the rider, to touch him pony after he has appeared on the course. Any competitor touching the post to be disqualified. Entrance, \$2, to accompany entry. Six competitors or no competition.

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## PUBLIC COMPANIES

## OLIVERS FREEHOLD MINES, LIMITED.

## NOTICE.

SHAREHOLDERS are requested to attend a PRIVATE MEETING to be held at the Company's Offices, 38 & 40, Queen's Road Central, TO-MORROW (WEDNESDAY), the 24th instant, at 4 P.M.

JOHN D. HUMPHREYS & SON, General Managers. [1828]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

AN INTERIM DIVIDEND of Six Dollars per Share for the Six Months ending 30th June, 1901, being at the rate of Twelve per Cent. per Annum, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive). By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 8th July, 1901. [1728]

## THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Fifty Cents per Share for Six Months ending 30th June, 1901, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive). By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 9th July, 1901. [1722]

## THE HONGKONG ICE COMPANY, LIMITED.

## NOTICE.

IN accordance with the provisions of No. 104 of the Articles of Association, the General Managers have this Day declared an Interim Dividend for the Half-year ended 30th June, 1901, of Four Dollars per Share.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive). By Order of the Board of Directors, JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th July, 1901. [1818]

## THE TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the Company's Offices, 38 & 40, Queen's Road Central, on TUESDAY, the 30th July, 1901, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, for the period ending 30th April, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to the 28th August inclusive. JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 19th July, 1901. [1819]

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 13, Bank Buildings, Queen's Road Central, on TUESDAY, the 6th August, at 12 O'CLOCK NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive. By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 16th July, 1901. [1790]

## NOTICE.

THE OFFICES of the Undersigned will be REMOVED to NEW VICTORIA HOTEL BUILDINGS, Corner Queen's Road and Ice House Street, on the 1st AUGUST.

GODDARD & DOUGLAS, Hongkong, 15th July, 1901. [1776]

## AMERICAN SYSTEM OF DENTISTRY

No. 39, QUEEN'S ROAD CENTRAL. CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong, 15th September, 1899. [1508]

## YEE SANG &amp; CO.

COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL. Address—Care of Messrs. Kwong Sang & Co., No. 144, DES VŒUX ROAD. [1888]

## C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET. SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [16]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. WIN. CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong, 23rd October, 1900. [75]

## INSURANCES

## "L'UNION"

## FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office. A. R. MARTY, Agent. Hongkong, 1st August, 1900. [794]

## "L'URBAINE"

## FIRE INSURANCE COMPANY, LD.

(Established 1833).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAITRE & CO., Hongkong, 7th February, 1901. [439]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th May, 1892. [30]

## SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO., Hongkong, 2nd April, 1900. [33]

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th November, 1872. [29]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL, £3,000,000 0 0  
SUBSCRIBED CAPITAL, 2,750,000 0 0  
PAID-UP CAPITAL, 687,500 0 0  
II. FIRE FUNDS, 2,833,716 14 4

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 3rd July, 1901. [1641]

## PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. [32]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851. CAPITAL, £240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [184]

## H. F. CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition. A 1 Code. Lieber's Standard Code. TELEPHONE, 332. Hongkong, 21st June, 1901. [1534]

## TO LET.

## TO LET SHORTLY.

SHOPS, OFFICES and FLATS, Des Vaux Road Central (Opposite Lane, Crawford & Co's).

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

Hongkong, 12th July, 1901. [1134]

## TO LET (IMMEDIATE POSSESSION).

3 LARGE UNFURNISHED ROOMS with Separate Bath, use of Cookhouse, etc. \$40.

Apply—

R. ROE.

Care of Daily Press Office.

Hongkong, 22nd July, 1901. [1842]

## TO LET.

## IMMEDIATE POSSESSION.

3 LARGE and WELL-VENTILATED ROOMS, with BATHROOM and VERANDAH, at No. 37, CAINE ROAD.

Apply to—

R. J. REMEDIOS.

Mercantile Bank.

Hongkong, 11th July, 1901. [1755]

## TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.

Apply to—

KWONG CHEONG WO.

No. 239, Des Vaux Road.

Hongkong, 9th July, 1901. [1733]

## TO LET.

OFFICES in BEACONSFIELD ARCADE.

Apply to—

R. C. WILCOX.

For Particulars, apply to—

Hongkong, 16th July, 1901. [1784]

## TO LET.

A SMALL FOUR ROOMED HOUSE, FURNISHED, on the lower level, with Immediate Possession. Terms moderate.

Apply by letter to—

BOX 64.

Care of Office of this Paper.

Hongkong, 20th July, 1901. [1827]

## TO LET.

NO. 6, WEST TERRACE, ONE EURO PEAN HOUSE, consisting of TWO FLOORS, in a respectable locality. Rent moderate.

Apply to—

KWONG WING SANG.

No. 182, Queen's Road Central.

Hongkong, 17th July, 1901. [1800]

## TO LET.

NO. 1, STEWART TERRACE, the PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 17th July, 1901. [1799]

## TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 5th July, 1901. [1892]

## TO LET.

A HOUSE in BRON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 18th July, 1901. [1868]

## TO LET.

ROOMS or OFFICES, with SERVANTS' QUARTERS, in FIRST FLOOR, No. 6, ICE HOUSE LANE.

Apply to—

A. RUMJAHN.

Hongkong, 4th July, 1901. [1685]

## TO LET.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD.

For particulars, apply to—

LAUREN WEGENER & CO.

Hongkong, 9th July, 1901. [1730]

## TO LET.

BOARD AND RESIDENCE.

Apply to—

MRS. GILLANDERS.

"GLENWOOD," 21, CAINE ROAD.

Hongkong, 20th September, 1900. [1839]

## TO LET.

BOARD AND RESIDENCE.

Apply to—

MRS. MATHUR.

12, FODDER'S HILL.

Hongkong, 1st January, 1892.

## TO LET.

BOARD AND RESIDENCE.

Apply to—

MRS. SIDNEY JEFFREY.

"VERITAS," BEACH ROAD WEST.

Hongkong, 28th August, 1900. [173]

## TO LET.

WING CHEONG, Dealer in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS, BRONZES and CARVED IVORY WARE, FINE SILKS and GRASSCLOTHS.

General Exporters of ANISEED and CASSIA OILS, &c., &c. Stock always on hand.

AN INSPECTION IS RESPECTFULLY SOLICITED.

Note—We beg to announce that we also buy all kinds of Curios at Moderate Prices.

1 & 3, D'ARVILLE STREET (Behind Hongkong Dispensary).

Hongkong, 18th April, 1901. [1811]

[ALL RIGHTS RESERVED.]

## FAMOUS PRESENT-DAY CRICKETERS.

BY W. J. FORD.

III.

A. C. MACLAREN.

"Archie" MacLaren lacked five months of sixteen years when he made his first appearance at Lord's, the match being of course between Eton and Harrow. He was not a big boy, but he was a good boy—as far as cricket went, at least—and he vindicated his character for cricket integrity by scoring 55 and 67, which figures represented about two-thirds of the runs got by the Harrow boys during the match, in which too F. S. Jackson made his debut. It naturally seemed to Eton that, though they won this match—in 1887—there was trouble in store for them, yet Archie's scores in the next two years were 6, 4, 17 and 10, nothing very formidable. However, he mended matters in 1890, scoring 76 on a nasty wicket in less than two hours by some of the best of cricket ever seen in those games, while his immediate coadjutors could only muster about 40 between them. Lancashire at once sent a recruit; indeed Archie's father was treasurer to the county club, and he was given a first trial against Sussex. In this he made his mark with a vengeance, scoring 108 runs, a feat which we believe constitutes a record, as though other men have made a three-figure innings in their first big match, few boys have come straight from school and have had similar success. From that time till the present day MacLaren has gone steadily forward, but not by any marvellous leaps and bounds, for his genius for the game took some time to "play itself in," and had to wait till 1892 before it again made a century. In that year it performed the feat twice, once against Sussex, and then waited till it accompanied its owner to Australia in 1894, when it noched 228 for Stoddart's first eleven at Melbourne. Not that there were not plenty of good innings of 50 and more during the intervals, but the latter-day brilliance did not show itself in any hurried fashion, whatever the explanation may have been. Possibly that reason may be found in a casual remark we once overheard, "What a batsman Archie would have been if he had only gone to the 'Varsity!' However, Archie has done pretty well without, and if he had never done anything else can at least boast that he holds the record for the biggest individual score ever made in big cricket, viz., 424 scored for Lancashire v. Somersetshire in July, 1895. He holds another record also, an Australian record, as he is, I am told, the only man who has ever scored a double century in a first-class match in Australia. It was with Stoddart's second team that he achieved this success; the match was against New South Wales; the date was November 12-16, 1897, and MacLaren's scores were 142 and 100. Considering his wide knowledge of the game, and his undoubted physical powers, it may seem strange that MacLaren has never been quite at the top of the tree; but the critics—who would dare to dispute the critics?—all affirm that he is a little too enterprising in his methods. Possibly this is true, but cricket is a game which is played on the grass and not on a sheet of paper, while, further, averages and totals are not the supreme test of a man's value or ability. The writer has seen MacLaren play under all conditions, and has no hesitation in saying that a large part of his value consists in his determination to force the game, while, it may be added, his splendid forcing powers are perhaps the most trenchant weapons in his armoury. In fact, I may state, as a broad principle, that 50 runs made in an hour are as a rule more valuable to a side than 100 runs made in three times the time. Archie never lets the grass grow under his bat, nor allows the ball to cool. It is always being hit, and hit pretty hard, and his style, if it has not the grace of a Steel or a Palatrot, has a something about it that recalls W. G. His forte is driving, on both sides of the wicket, but he can hit finely all round, and his conception of the "pull" is a mark of true genius.

Again, had MacLaren an average of only 15, which he is not likely to have till the grey hairs come, he is worth playing in any match for his fielding, for he is as ubiquitous as he is energetic. "Energetic" indeed is the epithet for Archie. For those who did not see him catch out Hirst at deep square-leg in 1899 we have a sincere sympathy. Jephson was bowling lob: Hirst hit one hard and fairly low—it would have gone full-pitch into the ring. MacLaren ran fully fifteen yards, skimming the lines of feet, umbrellas, and sticks, to say nothing of the lower telegraph box at Lord's. (The match was Gentlemen v. Players.) He annexed the ball at about the height of his knees, running then at top speed, and had covered another fifteen yards before he could pull up. It was a glorious display of manhood, skill, and determination, justly rewarded by three distinct rounds of applause. Yet no one was surprised who had seen Archie field before. He is now assistant-secretary to Lancashire, as well as captain. As captain he has his own views, and is a bit of a martinet, as a captain should be; he is an excellent successor to Hornby, and Lancashire interests are quite safe in his hands, though some of his friends say that he would have done well not to have introduced the question of Mould's bowling to a recent meeting of county captains.

T. HAYWARD.

Surrey has produced many famous cricketers who have been genuine sons of her own soil, while as a nursery for young cricketers, transplants from other counties, the Oval may be considered as second to none. Indeed it says a great deal for the acumen of those who have had the selection and training of cubs that they have so often, even in the "cast-offs" of other counties, detected and trained powers that had escaped the eyes of others. The nursery gardeners never did a better stroke of business than when they potted out Tom Hayward.

His father, Dan Hayward of Cambridge, was a thoroughly good player; his uncle Tom Hayward, also of Cambridge, was in the very first rank, and the young Tom—he is only thirty years old—has followed closely in the tracks of the old Tom, whose feats, mainly in association with Bob Carpenter, have made him a name that will never die, unless cricket be eventually superseded by "pingpong." The young Tom has two good gifts for cricket, a cheerful disposition, and a well-made frame; tall, but not too tall, he can command the ball thoroughly, and nature has also blessed him with a pair of powerful arms and shoulders, to say nothing of big loins, which provide him with ample powers of propulsion. Personal qualities apart, nothing has done more for Hayward's popularity as a cricketer than the gracefulness of his style, and the power that he puts behind his hit. He is essentially a lively batsman, hitting the ball, when he means to hit it, as if he had a private grudge against that little sphere of red leather, while his skill in defence is only equalled by the elegance of his methods. In conjunction with Abel, his frequent partner, he has helped to put up some wonderful figures. We may quote two performances in 1899, first, when these two against Somerset made 334, of which 158 went to Tom; second, against Yorkshire, when they produced a second biggest on record, viz., 448. Tom's share was merely 275—he was bowled out, by the way, who had made about 70, but a mistake of the umpire gave him a new life—but such a stand after "scouting out" for 704, Yorkshire's total, is truly remarkable. In that year he made seven centuries in all, one for the Players v. the Gentlemen, and two for England v. Australia. Superb is perhaps the only epithet for these last two innings, played at Manchester and the Oval, for the Australians were immensely strong in bowling, and, as we remember to our cost, were in a winning vein throughout the year. He and F. S. Jackson put on 185 at the Oval for the first wicket, Tom's total being 137, and as he made 77 and 40 (not out) in two of the other representative matches, and had a nice little average of 59 against the Colonials, it was clear that he relished their bowling, good as it was. It is true, however, that in his trip to Australia with Stoddart's eleven he had had ample opportunities of studying its eccentricities. Hayward's biggest score in big cricket is a trifle of 315 not out, the Lancashire bowlers suffering to that extent in 1888, and it was curious that this large total should follow so close on the heels of the 300 made by J. T. Brown against Derbyshire the previous day. Unluckily Hayward made too many runs and Surrey failed to win, but the error of judgment must probably be debited to the Surrey captain and not to the Surrey cricketer. Everyone will remember how Hayward opened the ball last year. Hundreds came freely, and unconsidered trifles of 70 or thereabouts were numerous, so that he had nearly completed 1,000 runs before May. Only W. G. had ever done this before, but in comparing the feats it must be remembered that W. G. actually performed—not nearly performed—the feat, and also got all the runs in May itself, while Hayward had a little nest egg of 120, scored in April against the London County C.C. The scores, however, with which Thomas opened the season, deserve record, viz., 120 (not out), 55, 108, 131 (not out), 55, 143, 120; then came three failures to prove that Hayward is human like the rest of us; and then 3, 146 and 92. These make a very sweet series, while his scores against the Gentlemen were 22 and 99 at the Oval, 8 and 111 at Lord's. Big scoring does not agree with good bowling in the majority of cases, and Hayward's fast-medium deliveries are not now very effective, but his fielding—generally at third man and long on—is admirable. He does not get to quite as many as Gunn used to reach in that position; the difference in physique accounts for this; but when he reaches he holds, and that's the great point. Probably he never did a better bit of fielding than the disallowed catch at Lord's in 1897, when he dashed in from third man to a stroke of Gregory's, made two or three yards and caught the ball, two-handed, close to the ground at the full extent of his reach. So close was the thing that the umpire, on appeal, let the batsman stay where he was; but, catch or no catch, the effort was splendid, and marks the man and his determination to try for everything. Hayward is second to none in general popularity. The doubt may interloze the members of Stoddart's last eleven in Australia, of which he was a member.

Next Week:—FOSTER, MACGREGOR, ABEL.

FOR SALE at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants. For Particulars, apply to R. C. WILCOX, 8, Beaconfield Arcade.

Hongkong, 22nd May, 1901. [1309]

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Hongkong, 18th July, 1901. [1770]

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Hongkong, 19th July, 1901. [1592]

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Hongkong, 18th July, 1901. [1808]

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CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.

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For INFANTS and INVALIDS.

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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ALCANTARA	Brit. str.	2 m.	E. Spicer	BUTTERFIELD & SWIRE	On 27th inst.
LONDON	SHANGHAI	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 28th inst.
LONDON, &c. VIA PORTS OF CALL	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
LONDON	STANTON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 31st inst.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st Sept.
SPERDIE, VIA PORTS OF CALL	ANNAM	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd Sept.
MARSEILLES, &c. VIA PORTS OF CALL	MALACCA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd Sept.
MARSEILLES & LONDON	WUEZBURG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th Sept.
HAVRE & HAMBURG	ACILIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th Sept.
HAVRE, BREMEN & HAMBURG	ALEXANDRIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th Sept.
HAVRE & HAMBURG	SIBIRIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th Sept.
HAVRE & HAMBURG	ANDALUSIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 8th Sept.
NEW YORK VIA PORTS & SUEZ CANAL	Hudson	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th Sept.
NEW YORK VIA PORTS & SUEZ CANAL	ARABIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th Sept.
NEW YORK	L. SCHEFF	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 11th Sept.
NEW YORK	I. F. CHAPMAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th Sept.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	MANUEL LILAVINO	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 13th Sept.
VANCOUVER, VIA MOJI, &c.	KANAGAWA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th Sept.
VANCOUVER, VIA SHANGHAI, &c.	TARTAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th Sept.
VICTORIA, B.C. & S'PORE VIA SHANGHAI, &c.	LAURENCE OF CHINA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th Sept.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	KINSHU MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th Sept.
VICTORIA (B.C.) & SEATTLE	GLENOCLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th Sept.
PORTLAND (O.R.)	YANTOZE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 19th Sept.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	Knight Companion	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th Sept.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	GAELIC	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st Sept.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd Sept.
AUSTRALIAN PORTS	STRAIGHTWILE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd Sept.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th Sept.
AUSTRALIAN PORTS	TSINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th Sept.
YOKOHAMA & KOBE	FRANZ FERDINAND	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th Sept.
YOKOHAMA & KOBE	ALASKA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th Sept.
YOKOHAMA & KOBE	HOMAY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th Sept.
YOKOHAMA VIA SHANGHAI & KOBE	GLAMORGANSHIRE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th Sept.
KOBE & YOKOHAMA	TAMBA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th Sept.
KOBE & YOKOHAMA	NANCHANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 31st Sept.
TIENSIN	MELPOMENE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st Oct.
SHANGHAI	MASSILIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd Oct.
SHANGHAI	KONIG ALBERT	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd Oct.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	MAIDZURU MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th Oct.
ANFING, VIA SHANGHAI & AMOY	ANFING MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th Oct.
FOUCHOW VIA SHANGHAI & AMOY	THALES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th Oct.
SWATOW	KASHING	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th Oct.
LOILO & CEBU	PERLA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 8th Oct.
MANILA	ESMERALDA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th Oct.
MANILA	LOONGSANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th Oct.
MANILA	YAWATA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 11th Oct.
SINGAPORE, PENANG & CALCUTTA	AREATON APCAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th Oct.

## SHIPPING.

## ARRIVALS.

July 21, PEICHING, British steamer, 984, J. Gordon, Hoikow 20th July, Rice.—A. R. MARTY.

July 21, WUEZBURG, German str. 5,685, R. Schneider, Yokohama 5th July, General.—NORDDEUTSCHER LLOYD.

July 21, FR. v. FRIEDLAND, Austrian steamer, 3,960, A. Martinich, Trieste 4th June, General.—SANDER, WIELER & CO.

July 21, ELBA, German str. 1,702, Schonwandt, Canton 21st July, General.—EAST ASIATIC TRADING CO., LTD.

July 22, KANSU, British str. 1,240, Arnold, Amoy 20th July, General.—BUTTERFIELD & SWIRE.

July 22, KONIG ALBERT, German str. 6,589, C. Polack, Bremen 22nd June and Singapore 18th July, Mail and General.—MELCHERS & CO.

July 22, LOONGSANG, British str. 1,092, G. S. Weigall, Manila 19th July, General.—JARDINE, MATHESON & CO.

July 22, ALEXANDRIA, German str. 3,650, A. Rorden, Hamburg and Singapore 17th July, General.—HAMBURG-AMERIKA LINIE.

July 22, ESMERALDA, British steamer, 966, J. McInty, Manila 19th July, General.—SHEWAN, TOMES & CO.

July 22, HUE, French steamer, 765, Godinau, Haiphong 18th July, General.—A. R. MARTY.

July 22, JACOB DIDERICHSEN, German str. 623, B. Ohlsen, Haiphong 19th July, General and Rice.—JESSEN & CO.

July 22, DEUTEROS, German str. 1,001, Frehm, Manila 19th July, General.—SICKMANN & CO.

July 22, MAIDZURU MARU, Japanese str. 667, Sobajima, Amoy and Swatow 21st July, General.—M. B. KAISHA.

July 22, MELPOMENE, Austrian str. 1,730, Motcovich, Singapore 18th July, General.—SANDER, WIELER & CO.

July 22, TSINAN, British str. 1,460, O. Anderson, Moji 18th July, General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
2nd July.  
Taishan, British str. for Shanghai.  
Kansu, British str. for Japan.  
Hanoi, French str. for Haiphong.

## DEPARTURES.

21st July.  
UGANDA, British transport, for Calcutta.  
22nd July.  
HANOI, French str. for Haiphong.  
SUMATRA, British str. for Calcutta.  
HAICHING, British str. for Calcutta.  
TAISANG, British str. for Shanghai.  
VIFERE, French gubnet, for Canton.

## VESSELS IN DOCK.

22nd July.  
ABERDEEN DOCK.—Sungliang, Y. Soutau, Sishan, Hothao, Clara, Shantung, Hongkong Maru.  
COSMOPOLITAN DOCK.—Colonies, Phra Nang.

## SHIPPING REPORTS.

The British steamer Esmeralda, from Manila 19th July, had moderate northerly wind and fine, clear weather.  
The British steamer Tsinan, from Moji 19th July, had moderate winds and fine weather throughout the passage.  
The British steamer Loongsang, from Manila 19th July, had moderate northerly breeze and fine weather with smooth sea throughout.

## VESSELS PASSED ANTER.

July 1, German str. Ardoena, Baghaus, July 2, from Batavia for Rotterdam.  
July 3, Dutch str. Timor, Carst, from Tjilatjap for Batavia.  
July 5, Dutch str. Timor, Carst, from Tjilatjap for Batavia.  
July 7, Dutch str. Gado, Clerq, from Rotterdam.  
July 7, British barque, John Davis, Born, from the East.  
July 10, British str. Baron Fairlie, from Semarang.  
July 10, French barque, Marie Molinas, Langlade, from Saigon.  
July 10, British str. Holywell, for Batavia.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW.

"THALES".  
Captain Robson will be despatched for the above port TO-DAY, the 23rd inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.  
Hongkong, 20th July, 1901. [1833]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO SHANGHAI.

"MELPOMENE".  
Captain Motcovich will leave for the above place TO-DAY, the 23rd inst., at 4 P.M. For Freight or Passage, apply to SANDER, WIELER & CO., Agents.  
Hongkong, 17th July, 1901. [8]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO YOKOHAMA AND KOBE.

"FRANZ FERDINAND".  
Captain Martinich will leave for the above place TO-DAY, the 23rd inst., at 5 P.M. For Freight or Passage, apply to SANDER, WIELER & CO., Agents.  
Hongkong, 17th July, 1901. [1800]

IMPERIAL GERMAN MAIL LINE.  
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

"KONIG ALBERT".  
OF THE NORDDEUTSCHER LLOYD.  
Captain C. Polack will leave for the above place about 24 hours after arrival. NORDDEUTSCHER LLOYD.  
For further Particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 19th July, 1901. [9]

SHIRE LINE.  
FOR KOBE AND YOKOHAMA.

"GLAMORGANSHIRE".  
Captain Davies will be despatched for the above ports TO-MORROW, the 24th July, at Noon. For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.  
Hongkong, 22nd July, 1901. [1835]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"AUSTRALIAN".

Captain Holmes will be despatched for the above ports TO-MORROW, the 24th July, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 1st July, 1901. [1638]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUEZBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 23rd July. Freight.
ACILIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 9th Aug. Freight.
ALEXANDRIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 2nd Sept. Freight.
SIBIRIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Sept. Freight and Passage.
ANDALUSIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 21st Sept. Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.  
Hongkong, 20th July, 1901. [1051]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).  
"EMPERESS OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug, 1901.  
"EMPERESS OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug, 1901.  
"EMPERESS OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th Sept, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVEU (B.C.) in 12 DAYS, saving THREE DAYS a WEEK in the Trans-Pacific journey, as a direct connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN: OF THE CANADIAN PACIFIC RAILWAY, which leaves daily, and crosses the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.  
"TARTAN". 4,425 Tons. Comdr. G. D. Bowles, R.N.R. WEDNES, 14th Aug, at Noon.  
"ATHENIAN". 3,882 Tons. Comdr. H. Mowatt, R.N.R. WEDNESDAY, 15th Sept, 1901.  
Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedler's Street.  
Hongkong, 13th July, 1901. [10]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAYERN	THURSDAY	25th July.
STUTTGART	THURSDAY	25th August.
KONIG ALBERT	THURSDAY	22nd August.
PRINZESS IRENE	THURSDAY	19th September.
PRINZ HEINRICH	THURSDAY	16th September.
PREUSSEN	WEDNESDAY	2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	16th October.
SACHSEN	WEDNESDAY	30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAYERN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS IRENE	WEDNESDAY	8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan., 1902.
PREUSSEN	WEDNESDAY	5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb., 1902.
SACHSEN	WEDNESDAY	5th Mar., 1902.

ON THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MALES, PASSENGERS, SPECIE and CARGO, will leave this port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 23rd July, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 24th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 24th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$250, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 12th July, 1901. [9]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 26th July, at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 2nd Aug., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Coler Road.

A. S. MIHARA, Manager.  
Hongkong, 1st July, 1901. [13]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOCLE	3,750	W. Frakes	July 31st
TACOMA	2,811	J. Alvan	August 6th
BEAHEAD	3,601	W. Watt	August 27th
DUKE OF FIFE	3,821	J. B. Cox	September 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.  
Excellent accommodation. First-class Table. Doctors and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.  
The Railroad travelling is second to none on the American Continent, two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.  
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.  
A Special Bill of Lading to meet every Government Service.  
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.  
Hongkong, 17th July, 1901.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON	SHANGHAI	About 27th July	Freight or Passage.
YOKOHAMA VIA SHANGHAI AND KOBE	BOMBAY	About 30th July	Freight or Passage.
SHANGHAI	MASSILIA	About 2nd August	Freight or Passage.
LONDON, &c.	BENGAL	Noon, 3rd August	See Special Advertisement.
MARSEILLES AND LONDON	MALACCA	About 10th August	Freight or Passage.

For Further Particulars, apply to  
H. A. BITCHEL, Superintendent.  
Hongkong, 20th July, 1901. [1]

VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"STENTOR"	On 24th July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 24th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 18th August.
GLASGOW and LIVERPOOL	"ATAK"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 20th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 4th September.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"PATROCLOS"	On 15th August.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.  
Hongkong, 17th July, 1901. [15]

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"NANCHANG"	On 24th July.
IOLOILO and CEBU	"KASHING"	On 24th July.
MANILA	"TSINAN"	On 24th July.
PORT DARWIN, THURSDAY	"TSINAN"	On 24th July.
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 20th July, 1901.

THE OSAKA SHOSEN KAISHA,  
LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship  
"MAIDZURU MARU."  
Captain K. Sudzuki, will be despatched for the above ports TO-MORROW, the 24th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 16th July, 1901. [18]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"ARRATON APCAR."  
Captain E. Fey, will be despatched for the above ports on FRIDAY, the 26th July, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, 18th July, 1901. [178]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship  
"YAWATA MARU."  
3,873 tons gross. Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 26th inst. at 4 p.m.  
This new Mail steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.  
Hongkong, 22nd July, 1901. [1838]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
"LOONGSANG."  
Captain G. S. Weir, will be despatched as above on FRIDAY, the 26th July, at 4 p.m.  
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 22nd July, 1901. [1837]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship  
"LAISANG."  
Captain Geo. Payne, will be despatched as above on SATURDAY, the 27th July, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 22nd July, 1901. [1838]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE

Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other ports of the United States

In connection with the  
GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship  
"YANGTZE"

6,427 Tons, Commander H. L. Allen, is due here on 6th August, and will have quick despatch. For Rates of Freight and further Particulars apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 20th July, 1901. [1825]

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GALIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DOMIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COFFIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.

THE O. & O. S. S. Co.'s Steamship "GALIC" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe.  
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 15th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON"	About 1st Aug.
"HEATHBURN"	About 15th Aug.
"JUPITER"	"
"MOGUL"	"
"KURDISTAN"	"
"SATSUMA"	"
"LENNOX"	"

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 23rd July, 1901. [1739]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"ARARA."

Captain Williamson will be despatched for the above port on or about 5th August, and will be followed by the Steamship  
"ATAKA"

on or about 15th September.

For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 22nd July, 1901. [1263]

PORTLAND AND ATLANTIC STEAMSHIP COMPANY.

Agents for and in connection with  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships  
"INDIAVELL," "INDRAPURA,"  
and "KNIGHT COMPANION."

Between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship  
"KNIGHT COMPANION"

will be despatched for Portland (Or.) on or about 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON,  
General Agent,  
Hongkong, 19th July, 1901. [1824]

NATAL LINE OF STEAMERS.

THE Underlined GENERAL AGENTS

in CHINA and JAPAN for the above Lines

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co's fortnightly service to and from CAIRO.

Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan,  
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH  
THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 17th July, 1901. [179]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan. [14]

FOR NEW YORK.

THE 3/4 A.I.I. American ship

"I. P. CHAPMAN,"

shortly expected here from KOBE, will load for the above port, and will have quick despatch.

For Freight, apply to  
ARNOLD, KARBURG & CO.,  
Hongkong, 2nd July, 1901. [1667]

HONGKONG.

STEAMERS.

Alexandria, Ger. str., 3,650, Rorden, July 22.

Hamburg-Amerika Linie

Arratoon Apar, Brit. str., 2,879, Fey, July 15.

Davida Sassoon, Sons & Co

Clara, German steamer, 675, Hansen, July 18.

Japan & Co

Dairi Maru, Japanese str., 900, Ogata, July 19.

M. B. Kaishu & Co

Deut. str., German str., 1,001, Frahm, July 22.

Sienkison & Co

Elas, German str., 1,702, Schonwandt, July 15.

Johnson & Co

Esang, British steamer, 1,127, Hay, July 21.

Jardine, Matheson & Co

Esmeralda, British str., 965, McGinty, July 22.

Shewan, Tomes & Co

Feiching, British str., 983, Gordon, July 21.

A. R. Martz

F. Ferdinand, Aust. str., 3,860, Martinsich, July 21.

Julius, Sander, Wieler & Co

Gaelic, British steamer, 2,691, Finch, July 13.

O. B. S. Co

Glanvagh, British str., 2,888, Davies, July 21.

Guthrie, British str., 2,500, McArthur, July 16.

Gibb, Livingston & Co

Holhae, French str., 509, Morless, July 14.

A. R. Martz

Hongkong Maru, Jap. str., 4,159, Filmer, July 20.

Two Kisen Kaisha

Hue, French steamer, 701, Godinau, July 22.

A. R. Martz

Jacob Diederichsen, Ger. str., 623, Olhean, July 22.

Johnson & Co

Kanai, British steamer, 1,247, Arnold, July 22.

Butterfield & Swire

Kashing, British str., 1,158, Sanderson, July 19.

Butterfield & Swire

Konig Albert, German str., 6,589, Polack, July 22.

Melchers & Co

Kantang, British str., 1,495, Selby, July 16.

Jardine, Matheson & Co

Leisang, British str., 2,224, Payne, July 18.

Jardine, Matheson & Co

Loongsang, British str., 1,080, Weigall, July 22.

Jardine, Matheson & Co

Loosik, German str., 1,929, Fuchs, July 21.

Butterfield & Swire

Maidzuru Maru, Japanese str., 667, Sobajima, July 22.

Mitsui Bussan Kaisha

Melpomeine, Aust. str., 1,700, Motocovich, July 22.

Sander, Wieler & Co

Munchen, German str., 4,991, Krebs, May 23.

Melchers & Co

Nanchanz, Brit. str., 1,062, Finlayson, July 11.

Butterfield & Swire

Nausium, British str., 1,202, Jones, June 27.

Bradley & Co

Oak Branch, British str., 2,064, Schell, June 12.

Dodwell & Co, Limited

Perla, British str., 1,284, Blaxland, July 19.

Shewan, Tomes & Co

Pinarung, German str., 1,200, Calder, July 17.

Melchers & Co

St. Irene, British str., 2,474, Clements, July 8.

Order

Santakan, German str., 1,374, Schiner, July 17.

Melchers & Co

Shantung, German str., 1,007, Rabbelmund, July 20.

Melchers & Co

Sichan, British str., 852, H. Holton, July 9.

Bradley & Co

Sunghiang, British str., 1,021, Moore, July 6.

Butterfield & Swire

Taisan, British str., 1,122, Stovel, July 21.

Bradley & Co

Thales, British steamer, 838, Robson, July 21.

Douglas Lapraik & Co

Tainan, British str., 1,460, Anderson, July 22.

Douglas Lapraik & Co

Wurzberg, German str., 5,095, Schudes, July 21.

Hamburg-Amerika Linie

Y. Seng, Amr. ship, 585, Gortiole, July 13.

Order

SAILING VESSELS.

Colset Burrell, British ship, 1,764, Jeffy, May 29.

Order

Holliswood, Amr. ship, 1,084, Knight, June 14.

Order

L. Schepp, Amr. ship, 1,678, Kendall, July 5.

Carlowitz & Co

Manuel Ulgro, Amr. ship, 1,650, Nichols, June 30.

